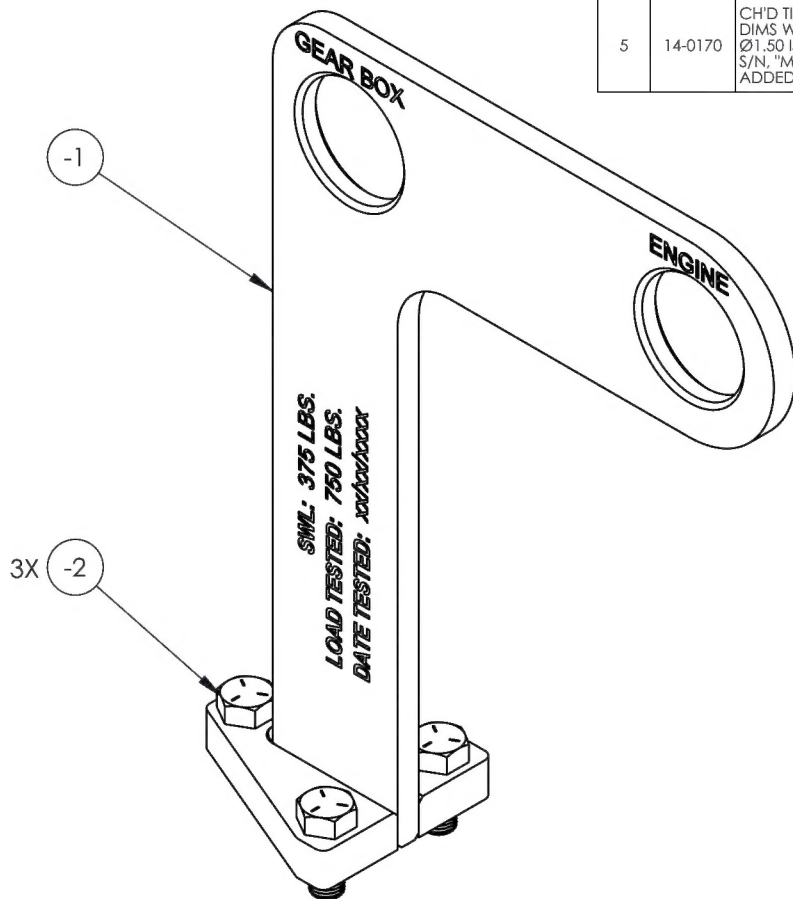


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REVISIONS					
REV	ECR	DESCRIPTION	DATE	INITIAL	APPROVED
1		CONDENSED 5 PAGES INTO 1 & CREATED SEPARATE BURN FILE, -1A ADDED RADIUS, SLOT WIDTH WAS .25, -1B THICKNESS WAS .25.	6/22/2007	WP	DW
1A		CH'D TITLEBLOCK & REVISION BLOCK, MADE CORRECTION TO RIGHT SIDE VIEW, CH'D TOOL No. ON P/N -1B.	7/14/2009	RJC	RW
2		ADDED .060 X 45° CHAMFER -1B PER S.E.	10/7/2010	RJC	SE
2A		CH'D -1B MATERIAL FROM CR PLATE, ADDED TESTING PROCEDURES PER R.W.	3/15/2012	RJC	RW
3		ADDED -1B ENGRAVE NOTE FOR SWL & LOAD TEST. CH'D -2 FROM 3/8-24 X 1 PER G.E. CH'D FINISH FROM BLACK OXIDE PER R.W.	6/4/2012	RJC	GE
4		-1A ADDED FULL RADIUS NOTE, -2 ADDED REFERENCE THREAD CALLOUT, ADDED P/N TO BOM. ADDED NOTE 105-60001W2 IS THE SAME AS THIS TOOL.	1/20/2014	DPD	GE
5	14-0170	CH'D TITLEBLOCK WAS RED BARN IS DART. -1 ADDED WELDMENT. -1A ADDED DIMS 2X .38, .43. CH'D DIMS WAS 23° IS 2X 23°, WAS .50 IS (.50), WAS (.50) IS .50. -1B CH'D DIMS WAS 2X .06 X 45° & 2X Ø1.50 IS 2X Ø1.50 .06 X 45° BOTH SIDES, WAS .313 IS (.313). CH'D ENGRAVE NOTE WAS ENGRAVE T/N, S/N, "MADE IN USA", "CAGE CODE: 0E1A0" IS ENGRAVE T/N, S/N, "MADE IN USA", "MFR: 0E1A0". ADDED ENGRAVE NOTES: "GEAR BOX" & "ENGINE". -2 CH'D DIM WAS .88 IS (.875).	10/7/2014	DPD	RW



NOTE:  
P/N 105-60001W2 IS THE SAME AS THIS TOOL.

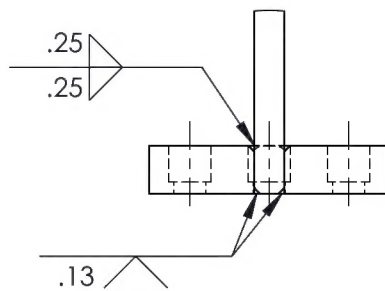
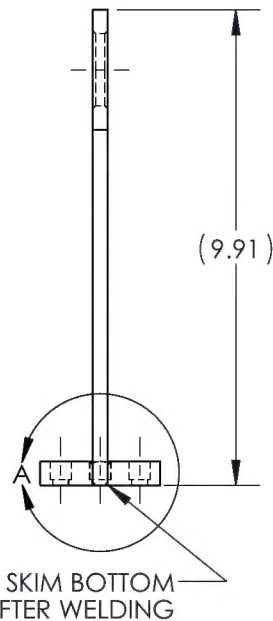
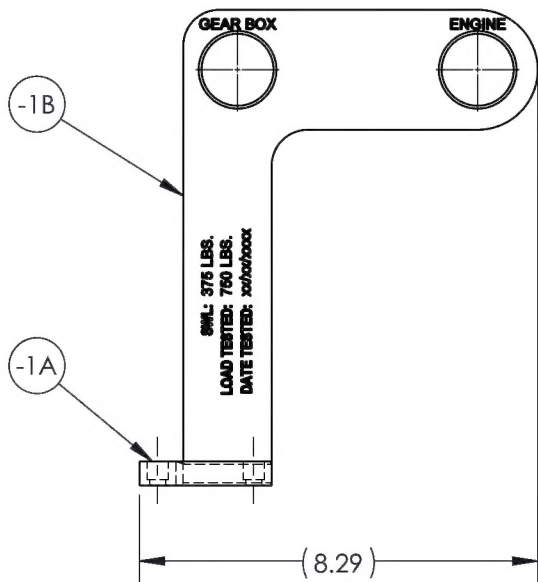
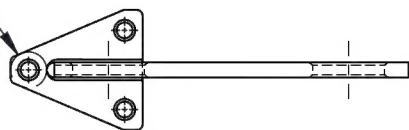
ASSY QTY	ASSY QTY	B/O	Part #	UNIT QTY	Description	Material	B/O INFORMATION OR SPECIFICATIONS	P.G.
	X		-1	1	ENGINE LIFT WELDMENT			2
	1		-1A		ENGINE LIFT PLATE	1018	1/2 X 2-1/2 X 2-3/4	3
	1		-1B		ENGINE LIFT EYE	A36	5/16 X 7-1/2 X 10-1/8	4
			-2	3	HEX HEAD CAP SCREW	STEEL	3/8-24 UNF X 7/8 MCMASTER-CARR #92865A214 (MODIFIED)	5
	ASSY -1							

<b>DART</b> AEROSPACE	
TITLE <b>ENGINE LIFT</b>	
DWG NO. <b>RB6889888</b>	REV <b>5</b>
MAT'L UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES .XXX ± .005 FRACTIONS ± 1/8 .XX ± .01 ANGLES ± 5° .X ± .1	DRAWN BY: <b>COLE</b> APPROVED <i>D Weil</i> HEAT TREAT FINISH SPEC
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R 2. DIMENSIONAL LIMITS APPLY AFTER PLATING	USED ON MODEL <b>ALLISON 250-C30</b>
SCALE 1:2	DATE 11/8/2004
SHEET 1 OF 7	

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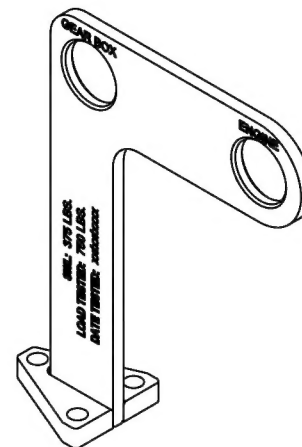
REVISIONS					
REV	ECR	DESCRIPTION	DATE	INITIAL	APPROVED
5	14-0170	-1 ADDED WELDMENT.	10/7/2014	DPD	RW

R.375  
TO BE FREE OF  
WELD & SPLATTER



DETAIL A  
SCALE 1 : 2

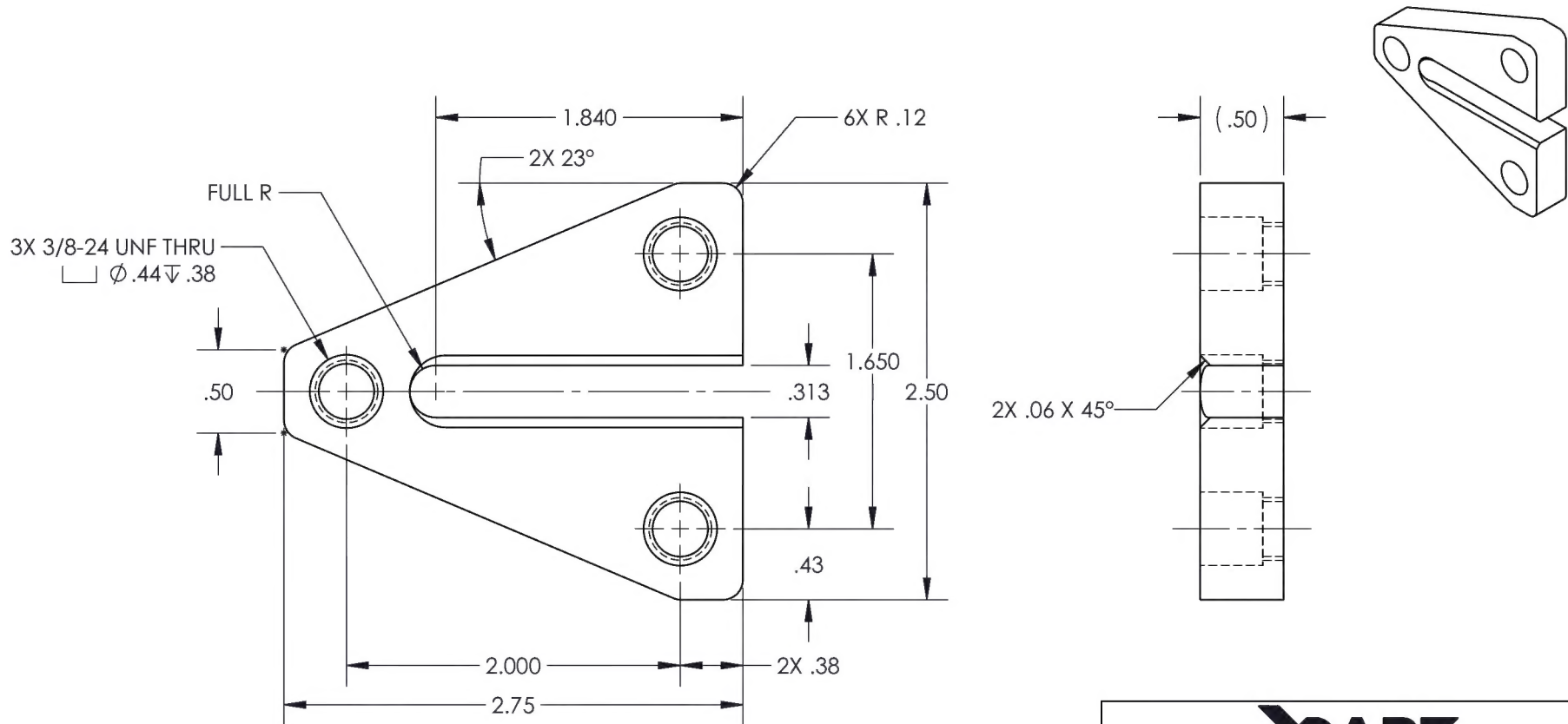
(-1)  
ENGINE LIFT WELDMENT



<b>DART AEROSPACE</b>	
TITLE <b>ENGINE LIFT</b>	
DWG NO. <b>RB6889888-1</b>	REV <b>5</b>
MAT'L UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES .XXX ± .005 FRACTIONS ± 1/8 .XX ± .01 ANGLES ± 5° .X ± .1	DRAWN BY: <b>COLE</b> APPROVED: <i>D Weil</i> HEAT TREAT FINISH <b>BLACK ZINC</b> SPEC <b>ASTMB633-85, TYPE II, CLASS III</b> <b>USED ON MODEL</b> <b>ALLISON 250-C30</b>
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R 2. DIMENSIONAL LIMITS APPLY AFTER PLATING	SCALE <b>1:4</b> DATE <b>11/8/2004</b> SHEET <b>2 OF 7</b>

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REVISIONS					
REV	ECR	DESCRIPTION	DATE	INITIAL	APPROVED
1		CONDENSED 5 PAGES INTO 1 & CREATED SEPARATE BURN FILE, -1A ADDED RADIUS, SLOT WIDTH WAS .25, -1B THICKNESS WAS .25.	6/22/2007	WP	DW
1A		CH'D TITLEBLOCK & REVISION BLOCK, MADE CORRECTION TO RIGHT SIDE VIEW, CH'D TOOL No. ON P/N -1B.	7/14/2009	RJC	RW
4		-1A ADDED FULL RADIUS NOTE.	1/20/2014	DPD	GE
5	14-0170	-1A ADDED DIMS 2X .38, .43. CH'D DIMS WAS 23° IS 2X 23°, WAS .50 IS (.50), WAS (.50) IS .50.	10/7/2014	DPD	RW



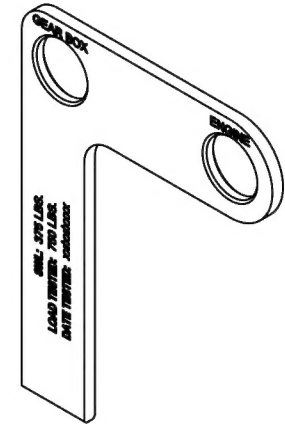
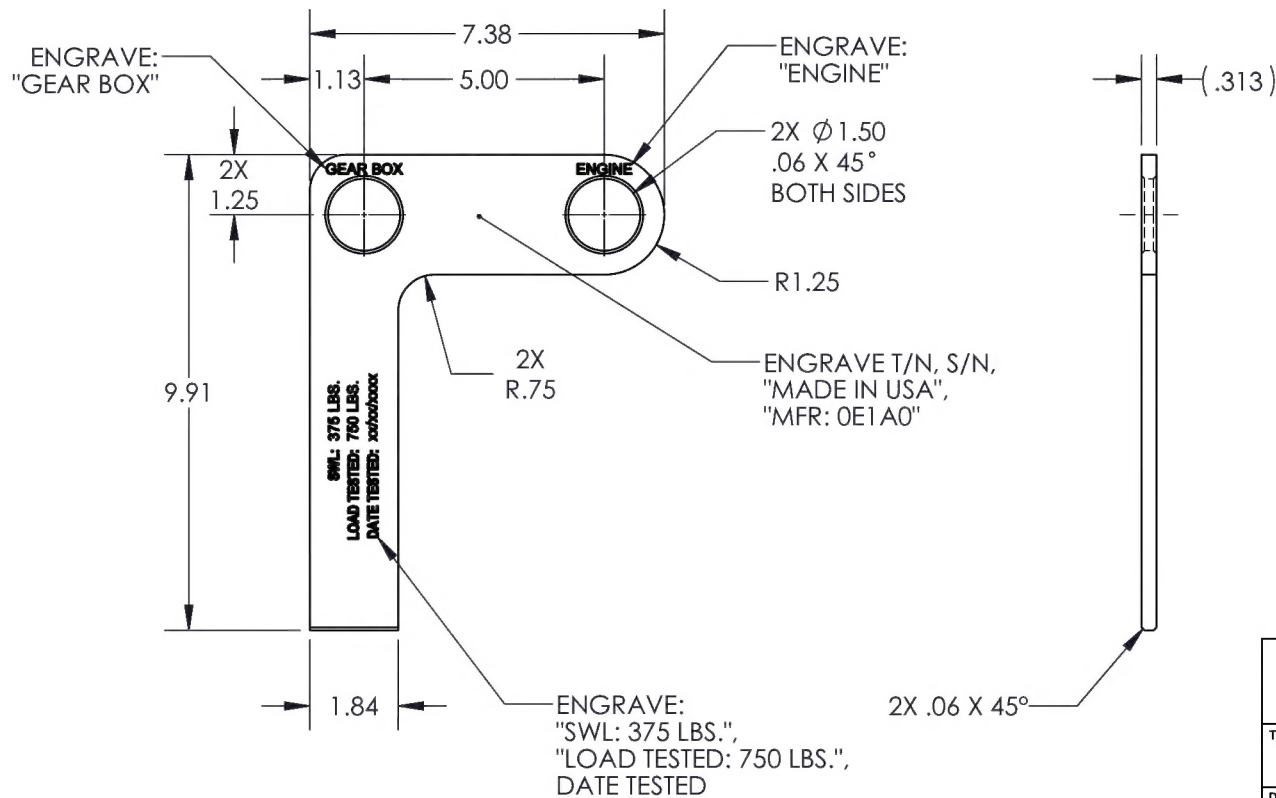
(-1A)

ENGINE LIFT PLATE

<b>DART</b> AEROSPACE	
TITLE <b>ENGINE LIFT</b>	
DWG NO. <b>RB6889888-1A</b>	REV <b>5</b>
MAT'L 1018	DRAWN BY: COLE
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES	APPROVED <i>D Weil</i>
.XXX ± .005 FRACTIONS ± 1/8	HEAT TREAT
.XX ± .01 ANGLES ± 5°	FINISH SEE -1 WELDMENT
.X ± .1	SPEC
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R	USED ON MODEL
2. DIMENSIONAL LIMITS APPLY AFTER PLATING	ALLISON 250-C30
SCALE 1:1	DATE 11/8/2004
SHEET 3 OF 7	

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REVISIONS					
REV	ECR	DESCRIPTION	DATE	INITIAL	APPROVED
1		CONDENSED 5 PAGES INTO 1 & CREATED SEPARATE BURN FILE, -1A ADDED RADIUS, SLOT WIDTH WAS .25, -1B THICKNES WAS .25.	6/22/2007	WP	DW
1A		CH'D TITLEBLOCK & REVISION BLOCK, MADE CORRECTION TO RIGHT SIDE VIEW, CH'D TOOL No. ON P/N -1B.	7/14/2009	RJC	RW
2		ADDED .060 X 45° CHAMFER -1B PER S.E.	10/7/2010	RJC	SE
2A		CH'D -1B MATERIAL FROM CR PLATE, ADDED TESTING PROCEDURES PER R.W.	3/15/2012	RJC	RW
3		ADDED -1B ENGRAVE NOTE FOR SWL & LOAD TEST PER R.W.	6/4/2012	RJC	RW
5		-1B CH'D DIMS WAS 2X .06 X 45° & 2X Ø1.50 IS 2X Ø1.50 .06 X 45° BOTH SIDES, WAS .313 IS (.313). CH'D ENGRAVE NOTE WAS ENGRAVE T/N, S/N, "MADE IN USA", "CAGE CODE: 0E1A0" IS ENGRAVE T/N, S/N, "MADE IN USA", "MFR: 0E1A0". ADDED ENGRAVE NOTES: "GEAR BOX" & "ENGINE".	10/7/2014	DPD	RW

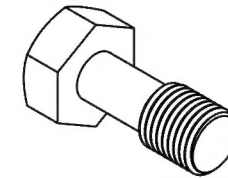
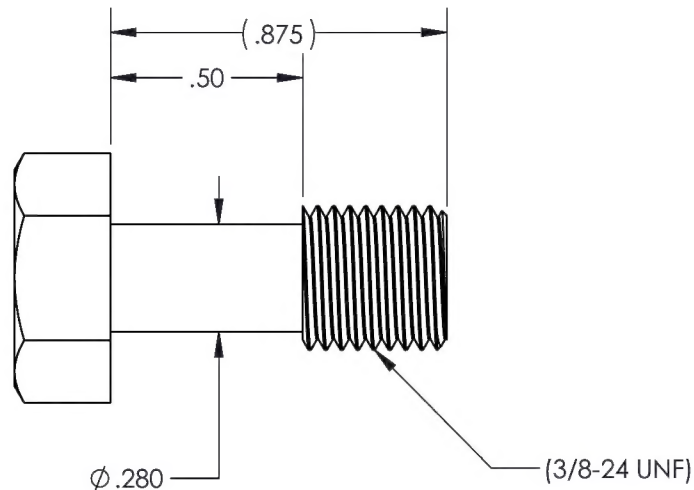


(-1B)  
ENGINE LIFT EYE

<b>DART AEROSPACE</b>	
TITLE <b>ENGINE LIFT</b>	
DWG NO. <b>RB6889888-1B</b>	REV <b>5</b>
MAT'L A36	DRAWN BY: COLE
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES	APPROVED <i>D Weil</i>
.XXX ± .005	HEAT TREAT
.XX ± .01	FINISH SEE -1 WELDMENT
.X ± .1	ANGLES ± .5°
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R	SPEC
2. DIMENSIONAL LIMITS APPLY AFTER PLATING	USED ON MODEL ALLISON 250-C30
SCALE 1:4	DATE 11/8/2004
SHEET 4 OF 7	

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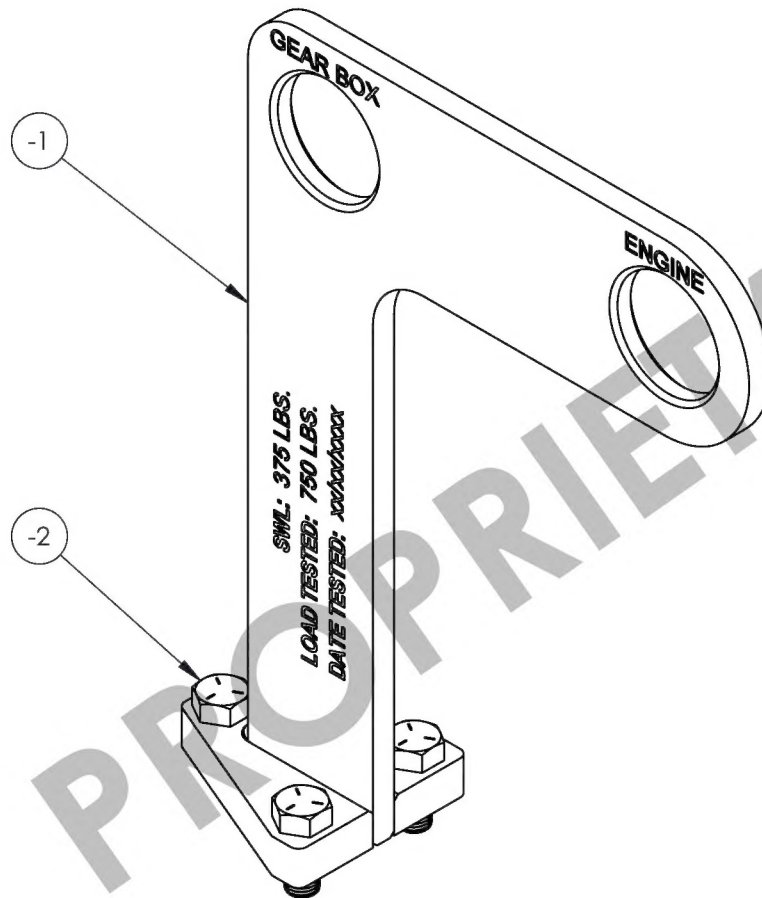
REVISIONS					
REV	ECR	DESCRIPTION	DATE	INITIAL	APPROVED
1		CONDENSED 5 PAGES INTO 1 & CREATED SEPARATE BURN FILE, -1A ADDED RADIUS, SLOT WIDTH WAS .25, -1B THICKNESS WAS .25.	10/7/2014	WP	DW
1A		CH'D TITLEBLOCK & REVISION BLOCK, MADE CORRECTION TO RIGHT SIDE VIEW, CH'D TOOL No. ON P/N -1B.	7/14/2009	RJC	RW
3		CH'D -2 FROM 3/8-24 X 1 PER G.E. CH'D FINISH FROM BLACK OXIDE PER R.W.	6/4/2012	RJC	GE
4		-2 ADDED REFERENCE THREAD CALLOUT.	1/20/2014	DPD	GE
5	14-0170	-2 CH'D DIM WAS .88 IS (.875).	10/7/2014	DPD	RW



②  
HEX HEAD CAP SCREW

<b>DART AEROSPACE</b>	
TITLE <b>ENGINE LIFT</b>	
DWG NO. <b>RB6889888-2</b>	REV <b>5</b>
MAT'L STEEL	DRAWN BY: COLE
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES	APPROVED <i>D Weil</i>
.XXX ± .005 FRACTIONS ± 1/8	HEAT TREAT
.XX ± .01 ANGLES ± 5°	FINISH BLACK ZINC
.X ± .1	SPEC ASTMB633-85, TYPE II, CLASS III
1. BREAK ALL SHARP EDGES .015 x 45° OR .015R	USED ON MODEL
2. DIMENSIONAL LIMITS APPLY AFTER PLATING	ALLISON 250-C30
SCALE 2:1	DATE 11/8/2004
SHEET 5 OF 7	

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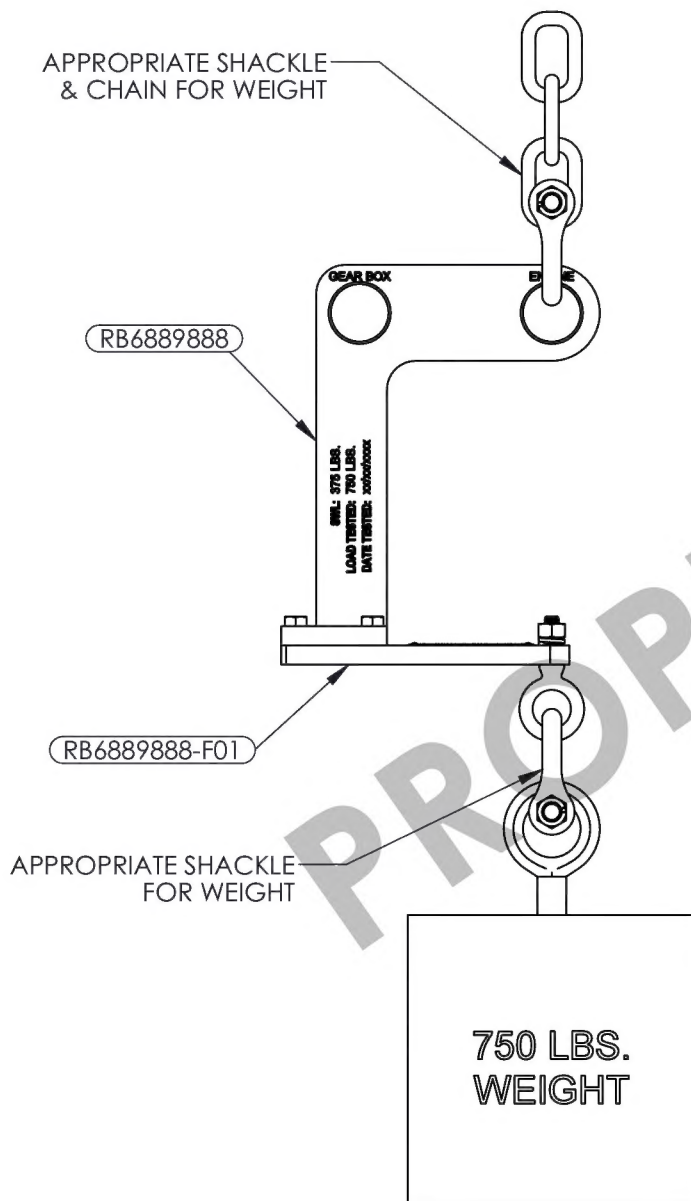


Part #	UNIT QTY	Description
-1	1	ENGINE LIFT WELDMENT
-2	3	3/8-24 RETAINED HEX HEAD CAP SCREW

**DART**  
**AEROSPACE**  
190 S. Danebo Ave., Eugene, OR. 97402  
1-800-556-4166  
e-mail: sales@dartaero.com  
dartaerospace.com

TITLE			
ENGINE LIFT			
DWG NO.	REV	CUSTOMER 1 OF 2	
SCALE	DATE	SHEET	
1:2	11/8/2004	6 OF 7	

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INSPECTION & TESTING PROCEDURES FOR THE RB6889888 ENGINE LIFT. THIS ASSEMBLY SHOULD BE INSPECTED BEFORE EACH USE. REPLACE ANY ITEMS THAT ARE DAMAGED OR SUSPECTED OF DAMAGE BEFORE USING.

#### 91 DAY INSPECTIONS

1. CLEAN ENTIRE UNIT AND REMOVE CORROSION.
2. CHECK THE UPPER EYE PLATE FOR STRESS CRACKS, BENDING, OR DISTORTIONS.
3. CHECK THE WELDS FOR ANY CRACKS OR DISTORTIONS.
4. CHECK ALL BOLTS FOR DAMAGED THREADS, STRESS CRACKS, STRETCHING OR DISTORTIONS.
5. REPAINT IF NECESSARY.

IF ANY OF THE ABOVE CONDITIONS EXIST, OR ARE SUSPECTED OF EXISTING, DO NOT USE THE TOOL UNTIL IT HAS BEEN REPAIRED AND TESTED OR REPLACED.

#### 3 YEAR WEIGHT TESTING

1. AFTER INSPECTION, SECURELY FASTEN THE RB6889888 ENGINE LIFT TO THE RB6889888-F01 TESTING PLATE USING EXISTING BOLTS.
2. USING THE APPROPRIATE SHACKLES AND CHAINS (2 TON MINIMUM PREFERRED), ATTACH THE TESTING PLATE TO A 750 LB. TESTING WEIGHT. ATTACH THE LIFTING EYE TO A CRANE (2 TON MINIMUM PREFERRED), OR OTHER COMPARABLE LIFTING DEVICE.
3. CAREFULLY LIFT THE ATTACHED ASSEMBLIES UNTIL THE TESTING WEIGHT IS APPROXIMATELY 1 FOOT OFF THE GROUND.
4. LEAVE THE WEIGHT SUSPENDED FOR 5 MINUTES. WHILE THE WEIGHT IS SUSPENDED, CAREFULLY OBSERVE THE RB6889888 ENGINE LIFT FOR ANY DEFLECTION OR DISTORTION.
5. AFTER 5 MINUTES, LOWER AND DISCONNECT THE TESTING WEIGHT, SHACKLES, AND CHAINS.
6. RE-INSPECT THE ENTIRE RB6889888 ENGINE LIFT ASSEMBLY.

**DART**  
AEROSPACE

190 S. Danebo Ave., Eugene, OR. 97402  
1-800-556-4166  
e-mail: sales@dartaero.com  
dartaerospace.com

TITLE			
ENGINE LIFT			
DWG NO.	RB6889888	REV	5
SCALE	1:5	DATE	11/8/2004
CUSTOMER 2 OF 2		SHEET 7 OF 7	